

personally, but I say, in view of the information we have received from reports from engineers and others and from the newspapers, neither my hon. friend nor myself can have any absolute conviction as to what the most feasible route would be.

At six o'clock the committee took recess.

After Recess

The committee resumed at eight o'clock.

Mr. McINTOSH: As the representative of a riding which may be described as being in the backyard of the Hudson bay territory, and as a western member of this national assembly, I feel it my duty to take part in the debate to which we have been listening for the last two days. The speeches on the other side of the House remind me of a story in which the element of doubt is the most conspicuous feature. There was a good-natured, well developed and exceedingly corpulent coloured gentleman named Cy Stoutin who, after a life in which spirituous refreshments played a prominent part and in which he had as good a time as possible, finally lost control of himself and passed off the stage. Upon his death a lady friend of the family called upon his widow to offer her condolences. This good soul, who happened to be a spiritualist, said that in a vision the night before she had seen Cy in the company of spirits. The widow said this could not possibly be; there must be some doubt, for Cy had been of such a nature and had lived such a life that he certainly could not have left any spirits behind him. In this debate, although there is an element of doubt as to where some hon. gentlemen stand, the western contingent in this House are deeply pleased to observe that this question has taken a hold on many members in the party to the left of the Speaker. With that support, and with the solid support of Liberals, Independents, Progressives and members of the Labour party, we need have no misgivings as to what will be the outcome if this matter is pressed to a vote.

The hon. member for Fort William (Mr. Manion) before the committee rose at six o'clock, said that the best speeches that had been made on the subject had come from the party on the left of the Speaker. Well, so far as this side is concerned, I may inform the hon. gentleman that there is no necessity for Liberals from any of the provinces of Saskatchewan, Manitoba and Alberta to put themselves on record as being in favour of the Hudson Bay railway, inasmuch as we as a party have for years advocated the project.

[Mr. Manion.]

Personally I have supported it in the newspapers I control in my own riding, and I have espoused it as well from time to time on the platform. Last night the hon. member for South Winnipeg (Mr. Rogers) suggested that the government in asking for a vote of \$3,000,000 to complete the first lap of the road was not going as far as it should. In his opinion the government should ask parliament for \$6,000,000. Now we know what would have happened if the government had come down with such a request. We know that sections of the eastern press—our western press is wholeheartedly in favour of this project—daily and weekly would have said to the country: Six million dollars is too big a sum of money to vote, \$3,000,000 will be sufficient, for we ought to put the road first in shape, we ought to recondition it and lay the foundation well, and then next year complete the road by putting through another estimate for \$3,000,000. I think the government has taken the right stand in asking for a vote of \$3,000,000, which will demonstrate to the people that they mean business. I believe this is the common sense way of approaching the problem. I do not believe it would be good business to ask for a vote of \$6,000,000 and rush the road through to the bay, instead of making a complete job of it as we go along. The people of western Canada from Winnipeg to the mountains, and beyond the mountains to the Pacific, are thoroughly satisfied with this estimate of \$3,000,000, and they are daily putting themselves on record to the effect that the Liberal party is standing back of its pledges to see this road completed.

The hon. member for East Algoma (Mr. Nicholson) asserted last night that before we tell the Dominion we are going forward with the completion of this road we ought to secure all the facts through investigation after investigation, and if we fall short of one fact we should not proceed. He said:

We must have all the facts before we could prove to the world and prove to the Dominion that the navigation of the straits would be a commercial proposition.

I submit, Mr. Chairman, that you could have investigation after investigation from year to year, from decade to decade, but even after securing all the facts available it is quite probable that many members would not be satisfied and would still make this a controversial proposition. I claim we have sufficient information to prove that this will be a successful road, and I say this government is doing the correct thing by submitting this estimate of \$3,000,000 and telling the country: